कोई नई ट्रेन नहीं मिलेगी" शीर्षक के अन्तर्गत प्रकाशित समाचार की ओर दिलाया गया है ;

(ग) यदि हां, तो उसका ब्यौरा क्या है ; और

(घ) ऐसी भाषा का इस्तेमाल करने के लिये उस अधिकारी के खिलाफ क्या कार्रवाई की गई है ?

रेल विभाग में राज्य मंत्री (श्री माधव राव सन्धिया) : (क) से (घ) सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जाएगी ।

Representations received by the Chief Operations Superintendent, Western Railway

2417. SHRI CHIMANBHAI MEHTA:
SHRI RAMSINGBHAI PATALIYABHAI RATHVA-KOLI:

Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that the representatives of Saurashtra Passengers Association, Rajkot Chambers of Commerce, Citymen front and others have met the Chief Operations Superintendent of Western Railways at Rajkot and Jamnagar during his recent visit in February, 1986 while on tour from Bombay to Jamnagar and Bulle;

(b) what are the details thereof; and

(c) what action has been taken thereon?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) and (c) A Statement is laid on the Table of the Sabha.

Statement

The main demands raised by them, and comments on the same, are given below :——

Demand	Remarks
1. Change in timings of 208 to arrive Wankaner Jn. at 21-45 hr. instead of 22·30 hrs.	From 1-4-86, 208 Up will be arriving Wankaner Jn. at 22 25 hrs. However after giving a new stoppage at Wankaner City from 1-4-86 the train will be arriving at that station at 22·08 hrs.
2. Stoppage of 208 Up at Wankaner City.	This is being provided from 1-4-86.
3. Commercial stopping s of 47 Dn/48 Up Fast Passenger at Bhatel.	This will be provided from 1-4-86.
4. Extension of long distance trains to Saurashtra, introduction of Inter city Express between Jamnagar/Rajkot and Ahmedabad, dieselisation of passenger service presently hauled by steam locomotives	Due to shortage of coaches, locomotives, terminal facilities and line capacity constraints, these have not been found feasible at present Dieselisation of services in Saurashtra is no feasibe at present due to shortage of diesel locomotives.
5. Increasing the speed of trains by eliminating shunting.	Speeding up of the trains by eliminating shunti has not been found feasible becasue of safety marshalling of the slip coaches.
6. No cancellation of trains in Saurashtra despite non-availability of water.	Due to the acute shortage of water, some trains will have to be cancelled, depending upon the situation from time to time.

Demand	Remarks
7. Restoration of old timings of 343/344 Rajkot Veraval Fast Passenger.	The timings of 343/344 were changed after discussion with the MPs of Saurashtra, and its connection provided with 15/16 Saurashtra Express at Rajkot. Restoration of old timings is, therefore not possible.
8. Additional shuttle service between Wansjaliya and Porbandar.	As even the existing trains are not fully patronised, additional train is not justified.
9. Augmentation of 203/204, 207/208 and 47/48 Passenger trains in Saurashtra.	Broad Gauge Passanger trains like 203/204 Viramgam-Rajkot, 207/208 Vrigam-Okha and 47/48 Okha-Vadodara are having a combined rake link. As the accommodation available is not fully utilised, their augmentation is not justified.
10. Allotment of quota for Rajkot by certain passenger trains.	Since the existing quotas provided to various stations are fully utilised, povision of additional quota at Rajkot can be at the cost of other stations only which will lead to complaints from these stations.
11. Detachment of Dining Car by 15/16 Saurashtra Express at Ahmadabad.	This is being examined.

Replacement of single engine helicopters

2418. SHRI BIR BHADRA PRATAP SINGH: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that a number of single engine helicopters are being used in the country for a variety of jobs;

(b) whether it is also a fact that single engine helicopter does not provide adequate level of safety as is provided by a twin engine helicopter; and

(c) if so, what steps are being taken by Government to eventually replace single engine helicopters by twin engine helicopters?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) and (b). Yes, Sir. Whereas a single engine helicopter is quite safe, the inherent level of safety of two engine helicopter is surely better.

(c) Till single engine helicopters are quite safe for operation there is no need to replace them with two engine helicopters.

Study group on urban transport system

2419. SHRI KAPIL VERMA: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government have set up a study group to recommend alternative systems of urban transport which could be developed using the latest available technology;

(b) if so, what are its terms of reference; and

(c) by when a decision would be taken to initiate swift measures to solve the fast deteriorating urban transport problem and whether any allocation has been made under the Seventh Plan in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) Yes, Sir.

(b) The terms of reference of the Study Group are as under:—

(i) to recommend alternative systems of urban transport which could be developed using the latest available transport technology;